



RUDDER FLUTTER

Idaho Transportation Department, Division of Aeronautics
To foster, develop, and maintain Idaho's aviation programs, facilities, and services.

RECORD NUMBERS ATTEND ANNUAL FAMILY FLY-IN AT McCALL.

By: Frank Lester
Safety/Education Coordinator

400 Aircraft From Around the Nation Participate in the Incident-Free Event

August was a busy month for aviation activities in McCall. Day-to-day operations continued in a slightly less-than normal but none-the-less hectic pace intermingled with a heavy dose of fire fighting operations. Add to that three days of flying activities during the 14th Annual Northwest Family Fly-In and Aviation Safety Conference and you have the potential for some very major conflicts. But those conflicts never came to pass.

In spite of the mix of everything from four-engine DC4s to helicopters and a myriad of single engine recreational, experimental and charter aircraft, the event was carried on without incident. "Despite the high tempo of flight operations related to the local fire fighting activities", says McCall Airport Manager Geoff Rowe, "the pilots and air traffic controllers ...[conducted] operations in a professional manner." A major understatement. The temporary tower handled over 1800 operations as 400 visiting aircraft crowded onto the small McCall ramp. Geoff quipped, "At one point I wanted to change the

name to the 14th Annual Northwest Fire Fly-In".

The success of this premier event was orchestrated through the cooperation of the City of McCall, the McCall Chamber of Commerce, the McCall Airport, InIdaho.com, the Helena and Boise FAA Flight Standards District Offices, the Montana and Idaho Divisions of Aeronautics, the Idaho Aviation Association and numerous volunteer groups. As Geoff succinctly put it, "Events like this help ensure the future of general aviation. It's not often that... [these] groups have the opportunity to work together to promote safety and general aviation."

That they did. The FAA conducted 60 PACE activities and 27 volunteer instructors flew a packed schedule from Friday morning to Sunday afternoon providing refresher training in everything from basic skills to backcountry operations. At last count, 68 pilots completed a phase of the FAA Wings program. In addition an excellent selection of safety seminars was offered covering preventive maintenance, flight maneuvers, fabric covering, GPS, spatial disorientation and density altitude. Highlights

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FROM THE ADMINISTRATOR:

By: Bart Welsh
Aeronautics Administrator



AIR-21 MONEY AVAILABLE TO IMPROVE AIRPORTS.

Congress has passed legislation known as AIR-21 which provides dramatically increased funding for airport improvements. The total amount of money coming to Idaho has just about tripled from a little over 6 million dollars total to right at 20 million. These are the funds that go to airports for repaving projects, taxiways, additions to runways, fencing, various types of changes and improvements that we are all delighted to get. The funding for this is a matching system with the federal dollars, which includes for most airports, a 10% match, that is they need to come up with 10% of the cost of the projects locally.

Traditionally, Aeronautics has shared that with the local airport authority so that we get the maximum leverage and monies available for the projects. To make additional dollars available to assist the airports, the Aeronautics Division is constantly looking to see what kind of revenue improvements we can have.

This year we will be introducing two bills to the Legislature. One

is a technical bill dealing with the interest on the idle aeronautics funds. This interest now goes to the state's general budget and is not specifically allocated back to Aeronautics. The proposed bill would correct this situation.

The second bill has to do with aircraft registration, cleaning up some technicalities in that area. We still have a number of people that do not register their aircraft in Idaho and I am constantly amazed at those that feel this is an unreasonable amount of money.

To register my Cessna 180 in Idaho costs me \$25.50 every year. If I did not register it and it was not exempt from personal property taxes, the County Assessor would tax me right at \$1,000.00 for my airplane. So the difference between a \$25.00 registration or \$1,000.00 for personal property tax is substantial. Other states charge considerably more than we do in Idaho for aircraft registration and thus have more monies available to assist. It is our hope that by increasing the number of aircraft registered and picking up those people that are resisting this, we would avoid having to actually raise the rate.

If you are registered, you have a sticker on your airplane indicating that your aircraft has been properly registered. If you see someone without one, talk to them or drop them a note and mention that they need to be registered. It is important that we all do the small amount that we can and take advantage of an opportunity to keep our airports in excellent condition. Needless to say, without the

airports, flying would become extremely difficult.

FROM THE DESK OF MARK YOUNG

Airport Maintenance Manager

Season's End

The end of yet another summer season is upon us, and we would like to thank our caretakers and volunteers for the efforts they put forth in maintaining our strips.

Caretakers Gene & Cody Hargett (Johnson Creek), Gordon Hendrix (Smiley Creek), Kim Walters (Garden Valley), and Gene Nett (Cavanaugh Bay) have done a wonderful job of keeping things going in this summer of fire, smoke and low water levels.

Several incidents occurred at our airports this season, thankfully none resulted in fatalities. We urge you to fly safely, using caution and common sense in the backcountry.

Volunteers at Henry's Lake, Magic Reservoir, Murphy Hot Springs, Big Creek and Smith Prairie again provided invaluable help in mowing, fence repair and general maintenance activities. Without the help of these unselfish people we would be hard pressed to maintain our strips to the standard we expect of ourselves; ***Thank You So Much!!***

Badger Control

The Division has recently
(Continued on page 8)

RADIO CHATTER

By: Frank Lester
Safety/Education Coordinator

FAA GA Safety Programs

Recently it has come to my attention that there is movement within the FAA to reduce its contact with GA, specifically safety programs, increasing emphasis on Air Carrier Operations. I hope this is mere conjecture. For years we here at Aeronautics have had an excellent relationship with the FAA Safety Program. Safety Seminars, refresher clinics, mountain flying seminars, the annual state conference and the Aviation Career Education (ACE) Academy have educated the public, flying and non-flying alike, on the credo of safety, opportunities in aviation and the beauty of flying in Idaho. The effectiveness of this relationship is borne out by statistics that describe a declining rate in both aircraft accidents and fatalities. Safety is a proactive, cooperative process, involving all aviation entities, epitomizing the adage that an ounce of prevention is far better than a pound of cure. The FAA Pilot/Aircraft Courtesy Evaluation (PACE) and Wings programs are the centerpieces of our "ounce of prevention". Proactive, non-retributive, educational programs that foster cooperation between the aviation community and the FAA. Crucial programs that encourage the flying public to invest more time and energy into their own proficiency and awareness. I hope I speak for all aviators in Idaho when I implore the FAA to increase, not decrease, funding or emphasis on GA safety programs. The dividends realized here may

well reduce the resources we expend later in search and rescue. Let's not allow the "pound of cure" to become our Achilles Heel.

GA Parking at the Boise Airport

Due to inquiries I received in response to John Barsness' article in the last issue of the *Rudder Flutter*, I reviewed a recent memo from Gary Fraise, Security and Operations Director, to all tiedown users at the Boise Airport. Most user concern has been directed toward the north side tiedowns, so I will limit my comments to that area of the airport.

You can drive your vehicle to your aircraft to unload; however, you can no longer leave it in the tiedown area, unattended. North side tiedown users must park their vehicles along the fence just south of the Aeronautics' hangar. When I spoke to Gary, he emphasized that this parking area is not for long term storage. If you use it for this purpose (not associated with active flying), you will be charged \$6.50/day. When I pointed out that only nine spaces were marked off along the fence, Gary stated that parking continues along the fence to the east even though it is not marked.

While you are parked in this area, you must have a parking permit displayed in the front window of your vehicle. You should also display your name, tail number

and expected time of return alongside the permit. In addition, you need to have in your possession an Airport issued drivers license **OR** a current, valid pilot's certificate if you intend to drive inside the Airport fence. You can contact Airport Operations at 383-3110 for more information or Aeronautics if you would like a copy of the memo.

Farewell to Larry Hippler

Please join me in wishing Larry Hippler, long-time member of the Aeronautics staff, a happy and enjoyable retirement. Larry, our Aviation Technician for nearly 30 years, through his close association with the Forest Service was intimately familiar with the precepts of the Frank Church River of No Return Wilderness Act and was extremely active in preserving Idaho's back country airports.

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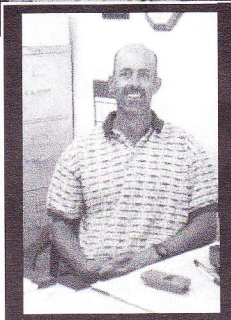
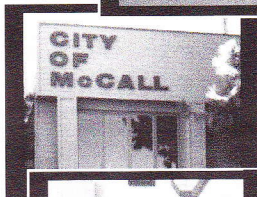
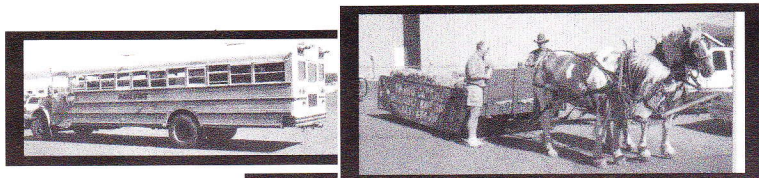
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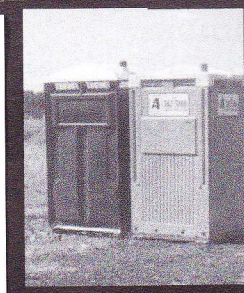
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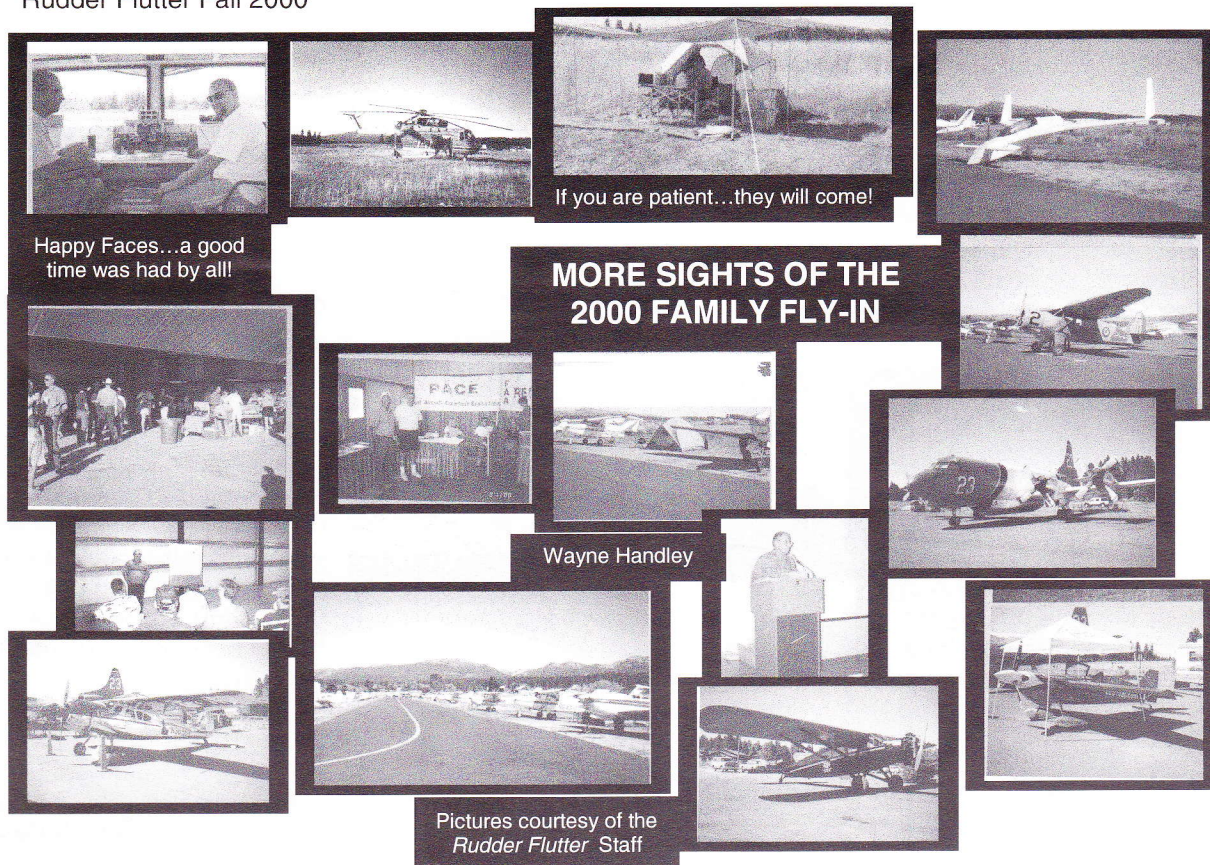
Family Fly-in...

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included Sparky Imeson on Mountain Flying, Kent Eckert from the AOPA Air Safety Foundation, and Delta Airlines Captain Bruce Larner's look at the 21st Century Airliner. Wayne Handley, world-class aerobatics pilot, provided the finishing touch to a successful fly-in as the featured speaker at the Saturday night banquet. Six donated GPSs were awarded to pilots for participation in various activities. Delta Airlines contributed several airline tickets to be raffled off during the banquet.

Not only was the fly-in itself successful but so was the City of McCall. The many volunteers and the cooperative atmosphere of this resort community provided innumerable returns to their economy. In response to this success, Geoff said, "On behalf of the City of McCall, I would like to thank all of the participants and anyone else who contributed to the Fly-In. We look forward to next year and hope that we can continue to improve service and our Fly-In guests will enjoy their stay even more."

Our thanks to the people of McCall for their outstanding support. We as well look forward to next year. By the way, the 15th Annual Family Fly-In and Aviation Safety Conference is tentatively set for August 10-12, 2001. If you couldn't make it this year, plan on being there next year, it is going to be even better.



Radio Chatter...

(Continued from page 3)

His knowledge of the law and his experience surrounding aviation and the Frank Church wilderness will be sorely missed as will his presence on our staff. We wish him health, happiness and many successful hunts in the years to come.

A Final Note...

Applications for the General Aviation Awards Program were forwarded from Aeronautics to all FBOs and flight schools. These awards are designed to recognize the achievements of Aviation Maintenance Technicians, Avionics Technicians and Certified Flight Instructors. Take the time to recognize one of your fellow

technicians or CFIs. We have many outstanding people out there who put in the long hours necessary to remain at the top of their profession. Oftentimes their efforts go unnoticed by all

but a few coworkers and friends. Help us see that they get the recognition they deserve. Contact Aeronautics if you need more applications but be sure and mail one in soon.

9th Annual Idaho State Aviation Conference

March 1-3, 2001

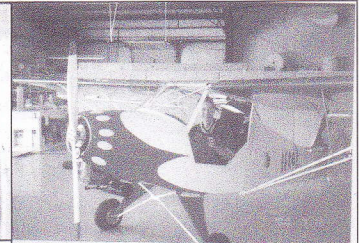
**Double Tree Hotel
Boise Riverside
Boise, Idaho**

**Flying Companion Seminar
Teacher Aviation Workshops
FAA Approved FAR part 135 Training
Safety Seminars
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Booths
Tables**

**For More Information
Contact the
Idaho Division of Aeronautics at
208-334-8775 or
(In State Only) 800-426-4587**

**MAKE PLANS
TODAY TO JOIN
US AT THE
CONFERENCE!**

ACE ACADEMY 2000



Photos courtesy of Don Wiggins, Boise AFSS and Joe Relk, ITD/PA

By: Frank Lester
Safety/Education Coordinator

When **Aviation Career Education (ACE) Academy 2000**, the annual summer aviation odyssey for high school students throughout Idaho, ended at the closing picnic it was clearly evident from student reactions that this year the program had catapulted to the

Volunteers from each of these agencies made a Herculean effort to pull together many resources in minimum time to ensure the event's success. Many groups throughout the community including Southwest Airlines, Skystar, UPS, Airborne Express, the National Guard and Lighter-than-Air America provided the students the rich

them on the road to a bright future.

In spite of a schedule comparable to the running of the bulls, student reactions were upbeat and enthusiastic. For the first time in three years the students were able to take a ride, albeit short, in hot air balloons. Scott Spencer and his crew of professionals demonstrated not only the excitement of ballooning but also the teamwork involved in orchestrating a flight. His passion for the sport was contagious and quickly assimilated by everyone, adults and students alike. Again, the navigation flights into the Boise foothills came out on top as the pinnacle activity. A dozen pilots volunteered their time, aircraft and fuel to see these flights through to completion. One pilot, Bob McCormick, the IAA member in charge, made two flights because of the large number of students participating in this year's academy.

Many thanks are due for the families who hosted students
(Continued on following page)



Students visit SkyStar Aircraft, one of the many sponsors responsible for the incredible success of the annual ACE Academy.

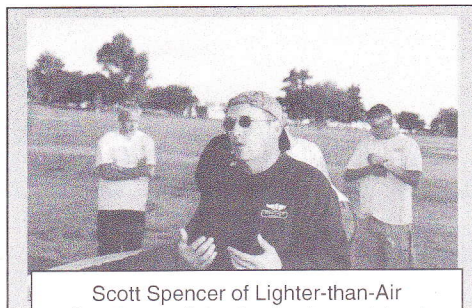
top of the list as one of the best academies ever held. As ever, success hinged on the exceptional cooperation of the FAA, Idaho Aeronautics, the Idaho Aviation Hall of Fame, the Idaho 99s, the Idaho Aviation Association (IAA), the Civil Air Patrol and the Boise Airport.

texture of aviation. Speakers from as far away as Montana and Arizona wove an aviation tapestry alive with the vivid hue of many exciting careers and opportunities. For many students it was a summer experience second to none and the catalyst necessary to set

ACE Academy 2000...

(Continued from previous page)

from outside the Boise Area. Thirty-seven students attended ACE Academy, the largest group in several years. However, more than 50% hailed from outside the Treasure Valley, creating a 300% increase in demand in host families. Several families who had a student of their own attending also volunteered to open up their homes to one or more visiting students. Merrily Munther, President of the Capitol City Kiwanis Club, with the help of other members of Capitol City Kiwanis, saw to it that the remaining students



Scott Spencer of Lighter-than-Air America explains the fundamentals of ballooning.

were housed for the duration of their stay. Many thanks to these families for their selfless actions, not one student missed ACE Academy because they lacked a place to stay.

In the final analysis, the students and parents provide the best view of the landscape: Craig Clifford, "My son Mitchell had the greatest three days of his life."; Garrett Seubert, "...all

the activities were well planned and educating and fun. This...really helped get me started on my career."; Isabel Danaila, "...I really enjoyed those three days...this program...helped me a lot for my future."; C.J. Sword, "...thank you very much for three exciting days...."; Jessica Garbett, "I've always wanted to do something like this...I have never been so interested in a career before."

There you are. An activity designed to be informative and exciting, organized and conducted by volunteers from many organizations, made possible by support throughout the community, and appreciated by those for whom the program was organized. It doesn't get any better than this. Thank you is not enough but it will have to suffice until a better phrase is invented.

ACE Academy will be back next year, July 16-18, 2001. Don't miss it!

CALENDAR OF EVENTS

OCT	2000
14 or 21	Top Fun Flyers - Jackpot Steven Clements 208/323-1585
27-28	Flight Instructor Refresher/Pilot Safety Clinic Shilo Inn, Idaho Falls Frank Lester 208-334-8775/800-426-4587
FEB	2001
2-3	Flight Instructor Refresher/Pilot Safety Clinic Holiday Inn Airport, Boise Frank Lester 208-334-8775/800-426-4587
MAR	
1-3	2001 Idaho State Aviation Conference Doubletree Hotel Riverside, Boise Frank Lester 208-334-8775/800-426-4587
MAY	
TBA	Challis River of No Return Mountain Flying Clinic Challis, ID Bob Plummer 208-879-5900
JUN	
TBA	Challis River of No Return Mountain Flying Clinic Challis, ID Bob Plummer 208-879-5900
26-29	McCall Mountain/Canyon Flying Seminars McCall, ID Lori MacNichol 208-634-1344
JUL	
10-13	McCall Mountain/Canyon Flying Seminars McCall, ID Lori MacNichol 208-634-1344
16-18	Aviation Career Education (ACE) Academy Boise, ID Frank Lester 208-334-8775/800-426-4587
17-22	McCall Mountain/Canyon Flying Seminars McCall, ID Lori MacNichol 208-634-1344
23-27	McCall Mountain/Canyon Flying Seminars Sulphur Creek Lori MacNichol 208-634-1344
AUG	
TBA	15 th Annual NW Mountain Family Fly-In/Aviation Safety Conference McCall, ID John Goostrey 208-334-1238/800-453-0001 ext 225
SEP	
8	CFI/Student Fly-In Northern ID (Location TBD) Frank Lester 208-334-8775/800-426-4587
OCT	
TBA	Flight Instructor Refresher/Pilot Safety Clinic Lewiston, ID Frank Lester 208-334-8775/800-426-4587



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Mark Young...

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entered into an agreement with the U.S. Department of Agriculture, Wildlife Services, to remove badgers from Copper Basin, Atomic City and Murphy Hot Springs. There appear to be numerous animals at each of these locations, which create hazards to aircraft. Due to the limited visits we are able to make to each airport during a season, we would ask pilots to notify us if they see a badger problem developing.

Not Ignoring Work

Within the maintenance section, we realize there are numerous items that require attention. We are not ignoring them in hopes they will go away, rather we

simply haven't been able to get at them.

The toilets at Thomas Creek need to be moved, with new holes dug. Immediately prior to our going in and doing this, the wilderness was closed due to fire danger. This task will undoubtedly have to wait until next spring.

Laidlaw Corrals has been closed for over a year. We hired a local individual to disc and smooth it out, followed by our re-seeding last fall. Due to the lack of moisture this past spring the seed did not germinate for the most part, therefore it has remained closed. We will attempt to re-seed it again this fall.

Stanley needs fence work as well as work on the north end of the runway. Depending upon the outcome of negotiations with the Stan Harrah Corporation and the Forest Service, this work will hopefully be started next year.

The northern 300 feet of centerline at Porthill (Eckhart Int'l) is very rough and needs some work. Lack of funding to this point has prevented the work from beginning. We have hopes the project can be completed next year.

Any pilot using state-owned/operated airports should feel free to notify us if you see a safety hazard present or if you simply wish to express your desire to have work done at a particular location.